

Taking Swift action

AS A LEADING FUEL DISTRIBUTOR IN WEST AND NORTH WEST NEW SOUTH WALES, DUBBO-BASED **INLAND PETROLEUM** PRIORITISES OPTIMUM PRODUCTIVITY AND FLEET UTILISATION ACROSS ITS OPERATIONS. THE COMPANY RECENTLY HAD A **LIQUIP** SWIFT DELIVERY SYSTEM RETROFITTED TO A MARSHALL LETHLEAN SIX-COMPARTMENT TRI-AXLE TANKER.

It is a common occurrence across the fuel industry where an ageing tanker with good 'bones' may be repurposed and require an equipment upgrade. This was the situation facing Inland Petroleum when considering the future of one of its Marshall Lethlean tankers that has been doing sterling service for nearly 12 years as a lead trailer in a double road train delivering bulk diesel.

According to Inland Petroleum Fleet Manager, Drew McCallum, the decision was made to repurpose it to mostly single-trailer multi product farm deliveries. This was accomplished by retrofitting a Liquip Swift delivery system to enable it to carry multiple fuel types in the different compartments. "The unit was originally fitted with a single hose-reel pumping system because it was

used to transport only bulk diesel in a road train configuration," Drew explains. "The Swift system has made the tanker suitable to handle multi product deliveries to smaller farms because inevitably you'll have at least one or two customers who also want petrol. So for us it was a matter of upgrading an existing tanker to make it more versatile and suitable for a broader range of tasks within the operation."



While Inland Petroleum uses a range of Liquip's pumping, metering and level gauging equipment across its tanker fleet, Drew confirms this is the first time the company has used Liquip's Swift Delivery system and there is much anticipation to experience what is reputed to be the simplest, lightest, and fastest solution on the market today.

"We did a similar conversion a couple of years ago with another brand of pumping equipment, but we are interested to see how the Swift system stacks up," Drew says. "It appears to be more user-friendly and has a definite price advantage, so we are keen to try it out."

Drew goes on to say that due to the Swift system's manifold delivery setup there are no 'jump' hoses which are needed with earlier systems to connect between the various compartments and the pump.

"This makes delivery quicker with good flow rates, and cleaner too because it eliminates the spillage that inevitably happens when you change the jump hoses," says Drew, adding that it also reduces the risk of a 'shandy' where different fuel types become inadvertently mixed. This is thanks to the Swift system's built-in cross-over warnings.

Another feature of the Swift equipped unit is a large numeral display panel showing the litres delivered which can be read from beyond a distance of 20 metres. Drew explains that 'on-farm tanks' are often less than ideally situated in terms of tanker



Liquip delivery Swift system.

access which means the driver needs to be able to read the display from a distance as the tank is filling. The Swift LED display allows delivered volumes to be seen for all delivery modes including, gravity, hose-reel and bulk deliveries.

As for the installation of the Swift system, this specialised job is entrusted to Express Engineering at Dubbo, a firm that Inland Petroleum has had a close association with over the past 12 years. An authorised Swift installer, the company also takes care of Inland's truck and trailer maintenance and repairs, in addition to the design and fabrication of tanker chassis and dollies. Specialising in custom-built trailer manufacturing, Express is also a Heil tanker distributor, importing the barrels and manufacturing the chassis to which they are attached.

Speaking about the Liquip Swift delivery system that's been installed on Inland Petroleum's tanker, Troy Behsman, Director of Express Engineering, echoes the sentiments of Drew McCallum when describing its operation.

"Ease of use is the big benefit of the Swift system," Troy says. "There's much less clipping hoses on and off because there's no requirement to 'jump' between the various compartments and the pump. The less drivers have to do in terms of manual handling the better."

According to Liquip, the Swift system design has also allowed for impressive

space and weight savings which translate into ease of installation and increased payload capacity for fleets.

The manifold connects each compartment to the pump which in turn diverts the product via the Swift-X 4-way valve to either of the two hose reels, one for petrol, the other for diesel. In addition, there is another outlet to which a larger diameter hose can be connected for bulk diesel deliveries at over 1,000 litres per minute. Troy also makes special mention of the large LED display of the litres delivered that is able to be read from a distance. "It's a big advantage for the driver when filling a tank some way from the tanker to be able to see how much fuel has been put in," he says.

Having just installed the first Swift delivery system to one of its tankers, Inland Petroleum will be closely monitoring the performance and usability of the product with the intention of retrofitting it to other tankers down the track.

Employing cutting-edge, cost-effective equipment across the fleet is an important part of the company's ongoing quest to optimise productivity and workplace health and safety practices, both of which underpin the entire operation.

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Swift demo display unit.